



## INTIMATIONS

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IN TINS

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A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 9th September, 1898. [24]

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## The Daily Press.

HONGKONG, September 21st 1898.

WHEN the Fever Commission sat in Hongkong ten years ago some discussion arose as to the term "typho-malarial." The fever prevalent at that time, presented in some cases features not usually found in malarial fever, and the term above mentioned was coined to describe the variant type. In some quarters it was held that the term was nonsensical, typhoid fever had malarial fever were distinct diseases between which there could be no connection. The Commissioners in their report made no pronouncement on this point, but found that the disease complained of were chiefly malarial, and that the fever-syndrome at the time was distinctly so, and that a small proportion of the cases that came before the Commissioners in evidence exhibited symptoms of what may have been "sovereign poisoning." In the opening address delivered by Sir CHARLES CAMERON, M.D., Medical Officer of Health for Dublin, at the recent congress of the Royal Institute of Public Health, we find that a possible connection between malarial and typhoid is directly recognised. Having mentioned the excessive prevalence of typhoid fever in Dublin, coupled with a low death rate from diphtheria, Sir CHARLES CAMERON went on to say:—"I have come to the conclusion that both diseases have, to a great extent, a telluric origin; they seem to be in some way intimately connected with the soil. . . . Why should there be so much enteric fever in Dublin? I have long been of opinion that the micro-organisms of this disease have an abiding place in its soils, which for so long a period were polluted by leakage from the filth receptacles and defective sewers of former times. I believe that, under certain conditions, these malignant organisms escape from the soil into the atmosphere, from which they pass through various media into the bodies of human beings." Assuming this opinion to be correct it would seem that one generation may lay up the seeds of disease in the soil, seeds which may bear fruit in the next generation, and that the sanitary sins of the father may be visited on his children and grandchildren. The cases which the Hongkong Fever Commissioners described as being due to sewer gas poisoning may after all have been toller in their origin.

Sir CHARLES CAMERON refers more particularly to the pollution of the soil from the filth receptacles and defective sewers of former times. There is another cause of pollution of the soil which may be even more potent for evil. We refer to earth burial, especially when it is conducted under specially unfavourable conditions, as is the case at

## THE SITUATION AT MANILA.

## AGUINALDO'S WITHDRAWAL.

## MEETING OF THE FILIPINO CONGRESS.

[FROM OUR CORRESPONDENT.]

Manila, 16th September.

Aguinaldo has scored. He has evacuated his positions in Manila in a most creditable manner. His soldiers marched out with colours flying and bands playing, and the men cheering one moment the Americans and the next the Filipinos. Everybody is praising his discretion. He seized the opportunity to make a display and did it well. He made the very impression on the native population that he planned; that the removal of his troops was of his own volition and that he had made such arrangements with the Americans that it was no longer necessary to retain his forces within the city limits. As I indicated in my last letter, Aguinaldo complied gracefully with the ultimatum of General Orosa. The time was up yesterday, Thursday, the 15th, but the rebel forces were withdrawn Wednesday evening just before dark.

This is the most important event that has happened since the Americans entered Manila and it occurred almost a month from the date of such entry. On Wednesday morning all sorts of rumours were rife as to what might happen. There were many men, Englishmen and Americans included, who believed that a fight was imminent and that the rebels would not leave unless compelled by bullets and bayonets. Those, however, in full touch with the situation had few fears of serious trouble. All day there was great activity in the rebel barracks, while officers were seen hurrying here and there over the city. These movements aroused the Americans to watchfulness to prevent any kind of a surprise, but none of the higher officers expected that any further precautionary steps would be necessary. Aguinaldo showed his kindly acceptance of Orosa's demands by leaving Manila 24 hours ahead of time. He could have waited until Thursday afternoon or even until Friday morning, the 16th, had he expressed a wish for more time, but without sensible or good reason he ordered his faithful followers to withdraw the soil can retain infection in the manner described by Sir CHARLES CAMERON.

The sale of leasehold property in Queen's Road and Cleverly Street announced for yesterday has been postponed until to-day.

Capt. G. F. Phillips, the Prince of Wales' Own (West Yorkshire Regiment), received for service an Adjutant of Volunteers.

A Penang telegram of the 13th September to the Straits Times reads—"Eight fights have taken place here. One or two men have been killed. Things are quiet now. Extra police have been put on duty."

The Buryok Times describes how, on the 9th September, as Mr. Greville, the British Minister, and Mrs. Greville were driving through a Chinese young lung a crash in a road to the British Consulate. The car was halted and the British Minister and his wife were placed in a position of extreme danger. No injury was done, however.

A barker named Te Sze, of 107, Jervois Street, was fined \$50 at the Magistracy yesterday for negligence to keep the utensils and floor of his bakery clean. Mr. F. Allen, Inspector of Markets, said the defendant was a dirty old man and the whole house in a very dirty condition, particularly the floors. The utensils were also very dirty. On visiting the house on the 15th inst. he found it no better.

Arrived at Singapore on board *Aspidia*, which brought in the master and 19 of the crew of the British sailing ship *Earl of Hopetoun*, Captain Rowley, which was wrecked on the 8th in the Gaspar Strait, while en route from Philadelphia to Nagasaki. The crew when first received by a Free Press representative, declined to give any information respecting the loss of his ship.

A correspondent writes to the Times—British policy in China appears just now to follow the instructions of Dogberry to the Watch—

"Dogberry—You are to bid any man stand, in the street, three rods—"

"Dogberry—How if he will not stand?"

"Dogberry—Why, then take no note of him, but let him go; and presently call the rest of the watch together and thank God you are rid of his knave."

At the Magistracy yesterday Ip Kun Sing, a coolie out of employment, was charged with robbing and wounding his wife, Tum Kun Ip, a coolie, and their 10-year-old son, and had been married to defendant 28 years. At 9 p.m. on the 15th inst. they had a quarrel about some money and he struck her with his fist and knocked her down stunning her. She did not know how the wound on her forehead was inflicted. When the recovered consciousness she went to No. 2 Police Station, and then to the hospital, where she was treated. Her father, a doctor, and complainant struck her, and his son struck her. Defendant said the name was, however, re-entered to three months' hard labour.

## REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]

London, 13th September.

## THE OCCUPATION OF FASHODA.

The correspondents of the Morning Post and Daily Telegraph, now at Cairo, telegraph that the Sirdar is instructed to occupy Fashoda, if necessary, for Soudan, and to leave Egypt again there.

## THE HURRICANE IN THE WEST INDIES.

Official despatches state that 50,000 have been rendered homeless in Barbados and 41,000 in St. Vincent.

The Lord Mayor of London will open a relief fund.

P. & O. "CHINA" FLOATED.

The P. & O. "China" has been floated and is practically watertight.

## THE CAPE ELECTIONS.

The Cape Elections are finished, the result being a Bond Majority of one. The Government does not intend to resign.

## TURKEY AND THE POWERS.

The Porte in a fresh Circular to the Powers objects to the terms of Admiral Nio's ultimatum, and proposes a mixed commission of enquiry.

The French Ministers of War and Public Works have resigned, the Cabinet having authorised the convocation of a commission of jurists attached to the Ministry of Justice, to consider a revision of the Dreyfus case.

## FUNERAL OF THE LATE EMPRESS OF AUSTRIA.

The remains of the late Empress of Austria were interred in the Capuchin Church, Vienna, on Saturday. The procession containing many Royalties, was imposing.

## LA LAST STEAMER MOVEMENTS.

The M. steamer Sydney, with the French mail, left Singapore yesterday at 5 p.m. for this port.

The steamer Chelyda, from Calcutta and Suez, left Singapore for this port yesterday at 3 p.m.

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In 1763 the Home Government, for no apparent reason, inserted in the Treaty of Paris of that year a provision for the cession to France of St. Pierre and Miquelon, as a shelter for French fisherman. His Most Christian Majesty solemnly engaged, "to defend the said islands, and to prohibit no building or habitation there, except the construction of the fishery." So far as this treaty was intended to bind France, it has been entirely ignored: St. Pierre has been turned into a flourishing French colony with armed forts and an extensive town living wholly by smuggling, and the destruction of the Newfoundland fisheries. The British Government, however, to say the least, has made no effort to enforce this treaty as against France. It has, however, rigorously enforced and materially strengthened French treaty rights against Newfoundland.

The culmination in this latter respect came in 1783, when, by the Treaty of Versailles, the British Government engaged to make "the most positive assurances" that the Newfoundlanders from "infringing in any manner by their compatriots" this French fishery. That was a pure act of folly, for England had at that time no local territorial account to settle with France, and yet she transformed at a stroke of the pen, and without consulting the Newfoundlanders, a mere right to occasional accommodation into an exclusive right of use and occupation. French diplomats have not been slow to take advantage of these extraordinary treaties, and as a result British subjects have been treated as foreigners in their own island, their nets and sheds destroyed, and the French installed from the Cape Cod to Oregon Bay as absolute masters of the situation. We take up where we have said, much friction areas, and when such protests were made by the colonists, the result was a suggested agreement which, according to the Newfoundlanders, gave away most of their rights. Then a retaliatory Bill was passed which the Home Government voted on the all-conclusive principle, the measure would "afflict great loss on the French fishermen." That loss and ruin were being inflicted on Newfoundlanders was, of course, a matter beneath the consideration of Downing-street. So the colonists were coerced and bullied into accepting a "modus vivendi" on the lobster question, under which British ships have been compelled to pause for the French Government to inspect their catch down at local competition with the French fishermen. Newfoundland now doles, for two reasons, that she will submit to this treatment no longer. In the first place, she maintains that on its merits it is high time for the "modus vivendi" made for the convenience of Downing Street to be revised or abolished, and in the second place, she is compelled to do so, revising by the disaster within the last decade of vast stores of mineral wealth—iron, iron, and copper—lying principally along the very coast held by the French.

It may be admitted at once that the administration of Newfoundland has not been an ideally perfect one, but her demands are reasonable. She wants the French fishery, conveniently settled, allowing room for both, with an overhanging cloud of disputed, no real prosperity possible. Connected with this she wants something done about the French colony of St. Pierre—a colony of French emigrants placed at her very doors and living and thriving easily by defrauding the Newfoundland Revenue. She also demands the removal of commercial relations with the United States, and other countries, by which these banishes make Newfoundland fishing unprofitable. She wants Imperial recognition in the shape of a garrison, a coaling station, and a training ship of the Navy—on some of which points Mr. Goschen is understood to be not unfriendly. Finally, we may say, she wants a little sympathy and consideration, allying herself with the French, whose lack of which has been the cause of most of her misfortunes. With a little sympathy and comprehension, such a treaty as that of Versailles would have been impossible, and if public opinion is kept on the alert, the present negotiations are bound to mark the opening of a new era in a country that may yet prove one of the most valuable in the Empire.—*St. James's Gazette.*

## EXPORT CHARGES.

For British bl., *Makroh*, sailed on the 16th September. From Hongkong for New York—29,173 rolls matting, 2,000 bales hemp, 1,000 case palm leaf fans, 330 cases and 500 boxes of dried legumes, 624 boxes of dried 36 boxes ratian and 1,970 cases of dried anchovies. Per P. & O. steamer *Sutlej*, sailed on the 17th Sept. For Manchester—110 bales waste silk. For London—23 bales raw silk, 8 cases silk piece goods, 1 case sundries, and 178 packages tea (3,500 lbs. each). For France—618 bales raw silk, 9 cases silk piece goods, and 368 packages tea from Foochow. For Milan—10 bales raw silk.

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**THE** Small Screw Stemmer.

## "KWAII LUM."

Length between perpendiculars, 16 ft. 7 in. Broad on deck, 18 ft. 4 in. Depth moulded, 8 ft. 3 in. Tonnage under deck, 95.

For further Particulars, apply to R. C. WILCOX,

Seasons Arcade, Hongkong, 17th September, 1868. [1932]

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**DESIGNS** AND Specimens for all classes of Steamers. Launched a few days ago.

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Telegrams, "CARMICHAEL," Hongkong.

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H. F. CARMICHAEL,

Hongkong, 30th April, 1868. [1208]

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Hongkong, 17th May, 1868. [1104]

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Hongkong, 4th September, 1867. [83]

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Hongkong, 1st Nov. 1866. [1698]

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Oude Compt Company, Japan.

Kangaroof Cotton Spinning Mill, LTD.

Thysoe Cotton Spinning Mill, Japan.

Hayashi Clock Factory,

Hongkong, 4th August, 1867. [204]

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## VESSELS ON THE BERTH

**NORTH GERMAN LLOYD** HAMBURG AMERICA LINE  
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Capt. Behrens.	HAMBURG.	1st October.	
• <b>ALESIA</b> .	LONDON, HAMBURG, AND ANTWERP.	About 10th October.	Freight.
Capt. Meyericks.	HAMBURG AND ANTWERP.		
• <b>WITTENBERG</b> .	HAVRE AND HAMBURG.	About 15th October.	Freight.
Capt. L. Madison.	HAVRE AND HAMBURG.	About 22nd October.	Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

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Hongkong, 21st September, 1898. [1720]

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**Victoria** 8,167 J. Truebridge Sept. 27th A steamer  
**Olympia** 2,608 T. H. Dobson Oct. 22th Montrachet  
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**DODWELL, CARLILL & CO.**, General Agents.

Hongkong, 21st September, 1898. [1720]

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The best route to the KLOWDIES GOLD FIELDS. Frequent Sailings from VICTORIA TACOMA and PORTLAND to DYEKA and ST. MICHAEL.

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Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

General Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the card of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

**DODWELL, CARLILL & CO.**, General Agents.

Hongkong, 21st September, 1898. [1720]

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR  
STEAMERS  
TO SAIL ON  
REMARKS.

**STRAITS & BOMBAY**. { BRINDISI, C. H. Watkins, R.N. } Noon, 23rd September. } Freight.

LONDON { SCOTIA, T. H. H. Dobson } About 25th September. } Freight.

SCOTIA { T. H. H. Dobson } September. } Freight.

SHANGHAI { MANIC, H. N. } About 29th September. } Freight or Passage.

LONDON, &c. { BALKANAT, C. L. W. Field } Noon, 1st October. } See Special Advertisement.

YOKOHAMA VIA NA. { ROHILL, S. de B. Looker, R.N.S. } 15 P.M., 1st October. } Freight or Passage. (Pass-

GASAKI & KOBE { S. de B. Looker, R.N.S. } 1st October. } ing through the Inland Sea)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 20th September, 1898. [1720]

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KANAGAWA MARU { KOBE & YOKOHAMA { Wednesday, 21st Sep- } tember, at 4 P.M.

YAMASHIRO MARU { NAGASAKI, KOBE & YOKOHAMA { Monday, 26th September, } at 4 P.M.

WAKARA MARU { MARESHIERS, LONDON & AN- } TUESDAY, 27th September, } at NOON.

WAKARA MARU { T. H. H. Dobson } and PORT SAID, } at NOON.

SUNDAY MARU { VIADUOSTOCK via SHANGHAI, } Friday, 30th September, } at NOON.

TONO MARU { CHENG-TUO, CHENG-LOU, NAGASAKI, } at NOON.

MATSUMOTO MARU { FUJIKAWA & GENSEN } at NOON.

MIKE MARU { KOBE & YOKOHAMA } at 4 P.M.

MIKE MARU { SINGAPORE, COLOMBO, and TUESDAY, 4th October, at } NOON.

EIGEN MARU { SEATTLE, WASH., U.S.A. v. KOBE } THURSDAY, 6th October, } at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIKAWA,

Manager.

Hongkong, 20th September, 1898. [1720]

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twins Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN. Comdr. G. A. Lee, R.N.R. . . . . WEDNESDAY, 28th Sept., 1898

EMPEROR OF CHINA. Comdr. E. Archibald, R.N.R. . . . . WEDNESDAY, 26th Oct., 1898

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R. . . . . WEDNESDAY, 23rd Nov., 1898

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and call at all the ports the voyage YOKOHAMA to VANCOUVER, 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey and returning to Europe via the PACIFIC, TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, whilst passengers to Great Britain and the Continent are given choice of Bremen, Hamburg, and Antwerp.

Passenger Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9, 12 months, and longer.

SEPARATE TICKETS (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the Service of China and Japan, and Consuls.

The attractive features of this Company's route embrace the PALATIAL STREAMSHIPS (which hold no in the World); the LUXURIOUS OF THE TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago, World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, which make the railroads passages unique.

THE DINING-CARS and MOUNTAIN HOTELS of the route are owned and operated by the Company, and their appointments are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. B. BROWN, General Agent,  
Praya Central.

Hongkong, 20th September, 1898. [1720]

## VESSELS ON THE BERTH

NORTH GERMAN LLOYD HAMBURG AMERICA LINE  
(FREIGHT SERVICE).  
(EAST ASIA SERVICE).

(Taking Cargos at through ports to AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTION.	SAILING DATES.	FREIGHT AND PASSENGER SERVICES.
• <b>SLIESIA</b> .	HAVRE, ANTWERP, AND HAMBURG.	Noon, 24th September.	Freight and Passage.
Capt. Behrens.	HAMBURG.	1st October.	
• <b>ALESIA</b> .	LONDON, HAMBURG, AND ANTWERP.	About 10th October.	Freight.
Capt. Meyericks.	ANTWERP.		
• <b>WITTENBERG</b> .	HAVRE AND HAMBURG.	About 15th October.	Freight.
Capt. L. Madison.	HAVRE AND HAMBURG.	About 22nd October.	Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

**CARLOWITZ & CO.**, Agents.

Hongkong, 21st September, 1898. [1720]

## VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	OWNER & CO.	CAPTAIN.	POSS. FREIGHT ADDED TO	TO BE DESPATCHED.
LONDON VIA SUZ CANAL	IXION	British & Swire	Gibb, Livingston & Co.	On 21st inst.	On or about 8th Oct.
LONDON VIA SUZ CANAL	BRITANNIA	British & Swire	P. & O. S. N. Co.	On or about 25th inst.	On or about 20th Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 10th Oct.	On or about 15th Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 12th Oct.	On or about 17th Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 14th Oct.	On or about 19th Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 16th Oct.	On or about 21st Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 18th Oct.	On or about 23rd Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 20th Oct.	On or about 25th Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 22nd Oct.	Quick despatch.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 24th Oct.	On or about 29th Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 26th Oct.	On or about 30th Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 28th Oct.	On or about 31st Oct.
LONDON	EMPEROR OF CHINA	British & Swire	Carlowitz & Co.	On or about 30th Oct.	To-morrow, at 10 A.M.
LONDON	EMPEROR OF CHINA	British & Swire			